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INFORMATION REPORT

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CLASSIFICATION

SUBJECT

Present Status of the New Budapest Subway Line

DATE: 12 August

NUMBER OF PAGES

2

SUPPLEMENT TO REPORT

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THIS IS UNEVALUATED INFORMATION

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1. The Fifth Technical Office of the Hungarian Road and Railroad Construction Planning Enterprise (Ut Vasututervezo Vallalat, or UVA-Plan) concerned itself principally with the planning and construction of the new Budapest subway line. This office is called the Underground Construction Office

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2. Since about 1953 there has been done no actual work on the construction of the subway line. All that has been done is maintenance work to ensure that what has already been built does not deteriorate.

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recently a decision has been reached not only to resume active work on the new subway, but also to speed up the pace of construction and maybe even to take the subway planning activities out of the Fifth Technical Office of UVA-Plan and organize them into a separate office within UVA-Plan.

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the planning activities regarding the subway were greatly speeded up during 1956, although actual active work had not yet been resumed. Thus, all indications point to an early resumption of work.

3. The subway plans have from the beginning been directed by the Soviets who have insisted that only Soviet experience in subway planning and construction be used. The Soviets have refused to allow the Hungarians to benefit from the experience of the builders

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refusing to recognize that terrain conditions are not the same everywhere as they are in Moscow.

4. The following is in general, the present status of the work on the subway. The location of each station on the line has been determined. Surrounding the location of each station is a brick wall which protects the opening of the shaft. In some cases surface excavations

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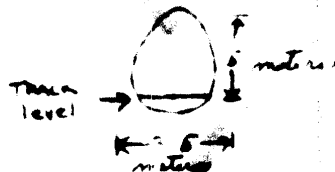
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a cross-section of each tunnel is egg-shaped or would be something like this, with the measurements as indicated on the drawing.

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the deepest point in the projected subway line will be located at Klara, Luisa Square and will be from 35 to 38 meters below the surface. This figure is calculated from the track level, perhaps it is to be calculated from the bottom of the tunnel.

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the second deepest point in the projected subway will be located at South Railroad Station, where the depth will be about 35 meters.

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at what point the tunnels will run the closest to the surface of the ground, but have heard that the biggest difference between the high and the low points in the projected line is to be from 10 to 15 meters.

on the attached map of Budapest the locations of the stations as we know them, as well as one connection which is not a station, but here a work-point. When the subway shall have been completed, this hole will be filled in. We have also indicated on the map what we understand to be the route of the projected line.

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of the terminus on the Pest side of the river. It is somewhere in the vicinity of the Nipstadion. The subway is to connect with the rail line which runs in that neighborhood.

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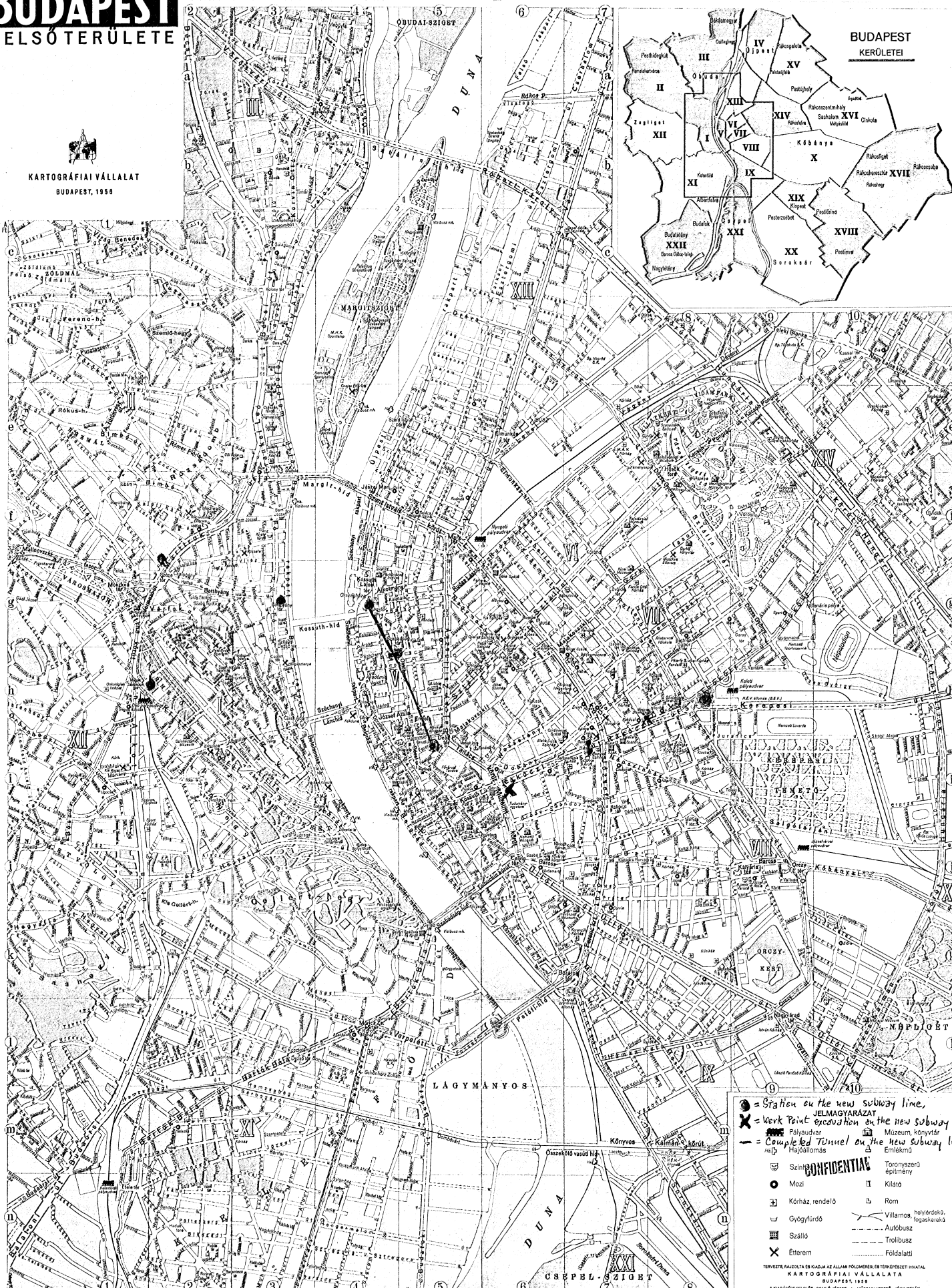
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só után következő római szám a kerületet jelenti, a betű- és számjelzés pedig a területet, amelyben a helyét jelöli meg, amelyben a kereszt utca, tér stb. található. * jelei a magyarság elnevezéseket.

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